

## NOTIFICATION OF REASONS FOR REJECTION

Patent Application No.: 2000-402724

Date of Draft: October 21, 2003

Examiner: Takeshi YONEYAMA 9324 3V00

Patent Attorney: Hiroshi OHKAWA

Applied Article: Art. 29, 2nd paragraph, Art. 36 and Art. 37

This application should be rejected for the reasons set forth below. Should the applicant have any arguments against the reasons, such arguments should be submitted within 60 days from the date of dispatch of this notification.

### REASONS

<1> This invention does not meet the requirements provided under Art. 37 on the following points.

The inventions defined in Claims 21-33 are not identical with the specified invention (Claim 10) in both the principal part and the problem.

The inventions defined in Claims 1-9 are merely those of a prior art level.

The present invention breaches the provision under Art. 37 of the Patent Law, and therefore, as to the inventions other than those defined in Claims 1-20, no examination has been conducted except on the requirements provided under this Art. 37.

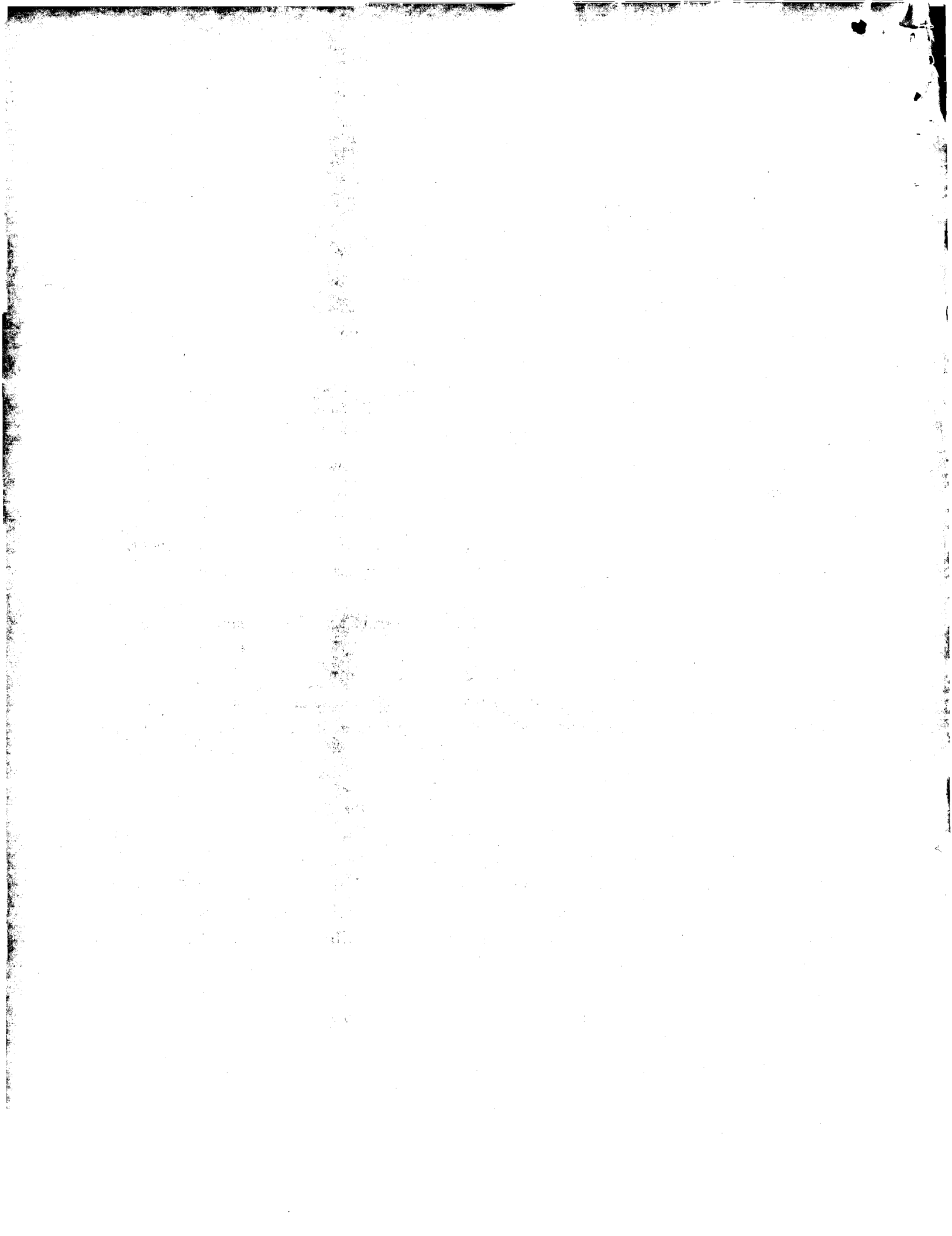
<2> The application in the following claims should not be granted a patent under the provision of Article 29, 2nd paragraph of the Patent Law since the inventions could have been easily accomplished by those who are skilled in the art, on the basis of the inventions either described in the cited publications listed below, which were distributed in Japan or foreign countries, or available to the public through telecommunications network system prior to the filing date of the subject application.

NOTE (Citations. are listed below.)

Claims 1-20:

Citations 1-5

Remarks:



(Claims 1, 3-9, 13, 14 and 17)

Citation 1 describes a motor vehicle power supply unit in which, where the total of suppliable power that is one capable of being supplied from a power supply unit to an onboard load is lower or is pre-estimated to be lower than the total of required power that is the total of power consumptions of individual onboard loads, the unit is able to increase the total of suppliable power or decrease the total of required power.

Claim 6: See line 17 in the upper right column on page 3 to line 5 in the lower left column on the same page.

Claims 7-9, 13 and 14: See line 6 in the lower left column on page 3 to line 4 in the upper left column on page 4.

Claim 17: See line 15 in the lower left column on page 3 to line 2 in the lower right column on the same page.

(Claims 1-5, 8, 19 and 20)

Citation 2 teaches a motor vehicle power supply unit wherein, where the total of suppliable power that is one capable of being supplied from a power supply unit to an onboard load is lower or is pre-estimated to be lower than the total of required power that is the total of power consumptions of individual onboard loads, the unit is able to increase the total of suppliable power.

Claims 19 and 20: Citation 2 also teaches an electric power generation controlled by pre-estimating regenerative electric power.

(Claims 10 and 11)

Citation 3 states the point of being provided with a first battery, a second battery and a DC/DC power converter. The application of this point to the motor vehicle power supply unit described in Citation 1 or 2 would have been easily figured out by a skilled artisan.

Claim 11: See paragraph [0011] in particular.

(Claim 12)

Citation 4 states the point of being provided with a first battery and a second battery, and also states that a power generator is provided with a first AC/DC power converter for delivering power to/from the first battery, and a second AC/DC converter for delivering power to/from the second battery.

(Claims 15 and 16)

Citation 5 states a point that a given quantity of a discharged electric energy is stored by a storage unit in advance of an engine stop. A skilled artisan would have easily applied this point to the motor vehicle power supply unit described in Citation 1 or Citation 2. See, in particular, paragraph [0027] of Citation 5.

(Claim 18)



To change the order of importance by switch patterns which have been preset based on vehicle driving conditions, is just a well known technique in the technical field relating to the control of electrical equipment for motor vehicle. If necessary, see, for instance, Citation 6 (in particular, paragraphs [0048]-[0053]) or the like.

<3> The present application does not meet the requirements provided under Art. 36, 6th paragraph, No. 2 of the Patent Law.

Claim 1 recites "[A] motor vehicle power supply unit characterized in that, where a suppliable total power (or quantity of electricity linked with this suppliable power total) which includes power generated by said generator and electric energy discharged by said battery, and which can be supplied from said power supply unit to said onboard load, is lower or pre-estimated to be lower than a demanded power total that is a consumption power total of said individual onboard loads (or quantity of electricity linked with this required power total), said suppliable power total is increased or said required power total is decreased". In this recitation, use of the bracketed expressions, that is, "(or quantity of electricity linked with this suppliable power total)" and "(or quantity of electricity linked with this demanded power total)" makes the constitution of the invention unclear.

Consequently, the inventions of Claim 1-20 are not distinct.

As to the inventions defined in the claims other than the ones pointed out in this notification, no reasons for rejection are found so far. In the event reasons for rejection are newly found, another notification of reasons for rejection will be issued.

#### LIST OF CITATIONS

1. JP61-280717
2. JP2000-188802
3. JP11-318002
4. JP08-289406
5. JP09-209790
6. JP10-075477

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Results of the of prior art search:

Technical field of search	Int. Cl(7)
B60K 6/02 – 6/04	
H02P 9/00 – 9/48	



B60L 1/00 - 15/42

Prior art documents:

JP2002-171604

JP2001-325976

JP08-240435

JP11-136808

JP04-143430

JP2000-050404

JP2000-324857

The results of prior art search set forth above do not constitute the reasons for rejection.

If you have any inquiries on the present notification of reasons for rejection, or if an interview is desired to be held, please make a contact with the person named below.

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## 拒絶理由通知書

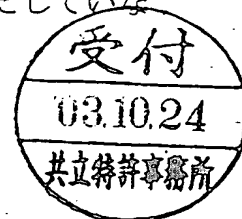
特許出願の番号 特願2000-402724  
起案日 平成15年10月21日  
特許庁審査官 米山 毅 9324 3V00  
特許出願人代理人 大川 宏 様  
適用条文 第29条第2項、第36条、第37条

この出願は、次の理由によって拒絶をすべきものである。これについて意見があれば、この通知書の発送の日から60日以内に意見書を提出して下さい。

## 理 由

<1> この出願は、下記の点で特許法第37条に規定する要件を満たしていない。

## 記



請求項21-33に係る発明は、特定発明（請求項10）と主要部も課題も同一ではない。

なお、請求項1-9に係る発明は、先行技術相当のものに過ぎない。

この出願は特許法第37条の規定に違反しているので、請求項1-20以外の請求項に係る発明については同法第37条以外の要件についての審査を行っていない。

<2> この出願の下記の請求項に係る発明は、その出願前日本国内又は外国において頒布された下記の刊行物に記載された発明又は電気通信回線を通じて公衆に利用可能となった発明に基いて、その出願前にその発明の属する技術の分野における通常の知識を有する者が容易に発明をすることができたものであるから、特許法第29条第2項の規定により特許を受けることができない。

記 (引用文献等については引用文献等一覧参照)

- ・請求項 1-20
- ・引用文献等 1-5
- ・備考



(請求項1, 3-9, 13, 14, 17について)

引用文献1には、電力供給部から車載負荷へ供給可能な電力である供給可能電力合計が、各車載負荷の消費電力の合計である要求電力合計を下回る場合、又は、下回ると予測される場合に、前記供給可能電力合計の増大又は前記要求電力合計の低減を行う車両用電源装置が記載されている。

請求項6について、3ページ右上欄17行-同ページ左下欄5行を参照。

請求項7-9, 13, 14について、3ページ左下欄6-4ページ左上欄4行を参照。

請求項17について、3ページ左下15行-同ページ右下欄2行を参照。

(請求項1-5, 8, 19, 20について)

引用文献2には、電力供給部から車載負荷へ供給可能な電力である供給可能電力合計が、各車載負荷の消費電力の合計である要求電力合計を下回る場合、又は、下回ると予測される場合に、前記供給可能電力合計の増大を行う車両用電源装置が記載されている。

請求項19, 20について、引用文献2においても回生電力を予測して発電量を制御している。

(請求項10, 11について)

引用文献3には、第一の蓄電池と、第二の蓄電池と、前記両蓄電池間の電力融通を行う直一直電力変換部とを有する点が記載されており、この点を引用文献1又は2記載の車両用電源装置に適用することは当業者にとって容易である。

請求項11について、特に段落【0011】を参照。

(請求項12について)

引用文献4には、第一の蓄電池と、第二の蓄電池とを有し、発電部は、前記第一の蓄電池と電力授受する第一の交一直電力変換部と、前記第二の蓄電池と電力授受する第二の交一直電力変換部とを有する点が記載されている。

(請求項15, 16について)

引用文献5には、蓄電部の放電電力量の所定部分をエンジンの停止前に予め蓄電する点が記載されており、この点を引用文献1又は2記載の車両用電源装置に適用することは当業者にとって容易である。特に、引用文献5の段落【0027】を参照。

(請求項18について)

車両運転状況に基づいて予め定められた切り替えパターンにより重要度順序を変更することは、車両用電装品の制御に関する技術分野においては単なる周知技術に過ぎない。必要であれば例えば引用文献6（特に段落【0048】-【0053】）等を参照。

<3> この出願は、特許請求の範囲の記載が下記の点で、特許法第36条第6項第2号に規定する要件を満たしていない。



この先行技術文献調査結果の記録は、拒絶理由を構成するものではない。



この拒絶理由の内容について問い合わせがあるとき、又は面接を希望されるときは、次の連絡先にご連絡下さい。

連絡先 特許庁特許審査第二部 電動機制御 担当:米山 毅  
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